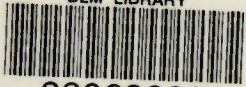
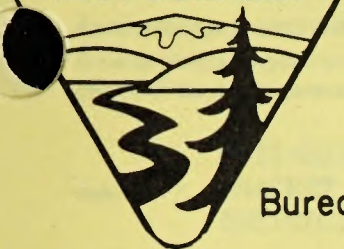


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Date Issued December 1969

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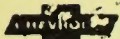
CHEVROLET

Attached are three Chevrolet Dealer Service Technical Bulletins reporting certain deficiencies in their automobiles and trucks. These bulletins state corrective measures to be taken to remedy these deficiencies.

Attachments

Distribution:

- WO-430 - 1
- DSC-400 - 1
- P-400 - 1
- P-401 - 1



CHEVROLET MOTOR DIVISION
 General Motors Corporation
 Chevrolet Service Department



Chevrolet Dealer Service Technical Bulletin

69-T-25

Number:

VIM

Section:

Apr. 2, 1969

Date:

Subject: ANTI-DIESELING SOLENOID
 BRACKET BREAKAGE - 1968
 CHEVROLET W/L-6 ENGINE

Attn: Service Manager

To: ALL CHEVROLET DEALERS

Some owners of the 1968 Chevrolets equipped with a six cylinder engine with Powerglide transmission may experience the anti-dieseling solenoid bracket breaking when exposed to heavy duty operations. This condition should be corrected by installing a revised 1969 bracket, P/N 3941077, and an additional brace, P/N 3953794, as shown in Figure 1.

To adjust the anti-dieseling solenoid, use the following procedure:

1. Install solenoid bracket to inlet manifold.
2. Set the carburetor in the closed throttle position (at recommended idle speed, Reference Step 1 on tune-up decal) with the choke completely off.
3. With the solenoid ENERGIZED (power on), install into bracket by sliding it down within the bracket so the solenoid plunger just slightly contacts the carburetor lever. Tighten the bracket strap to secure the solenoid in place.
4. Back carburetor idle adjusting screw out 3/4 turn (counter-clockwise). This results in a clearance between the carburetor idle adjusting screw and its stop on the lever of approximately .025".

NOTE: The above adjustment should produce an engine idle speed of approximately 400 RPM when the solenoid is DE-ENERGIZED (power removed).

Chevrolet Motor Division
 General Motors Corporation

c: Chevrolet List
 Dealer List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians							

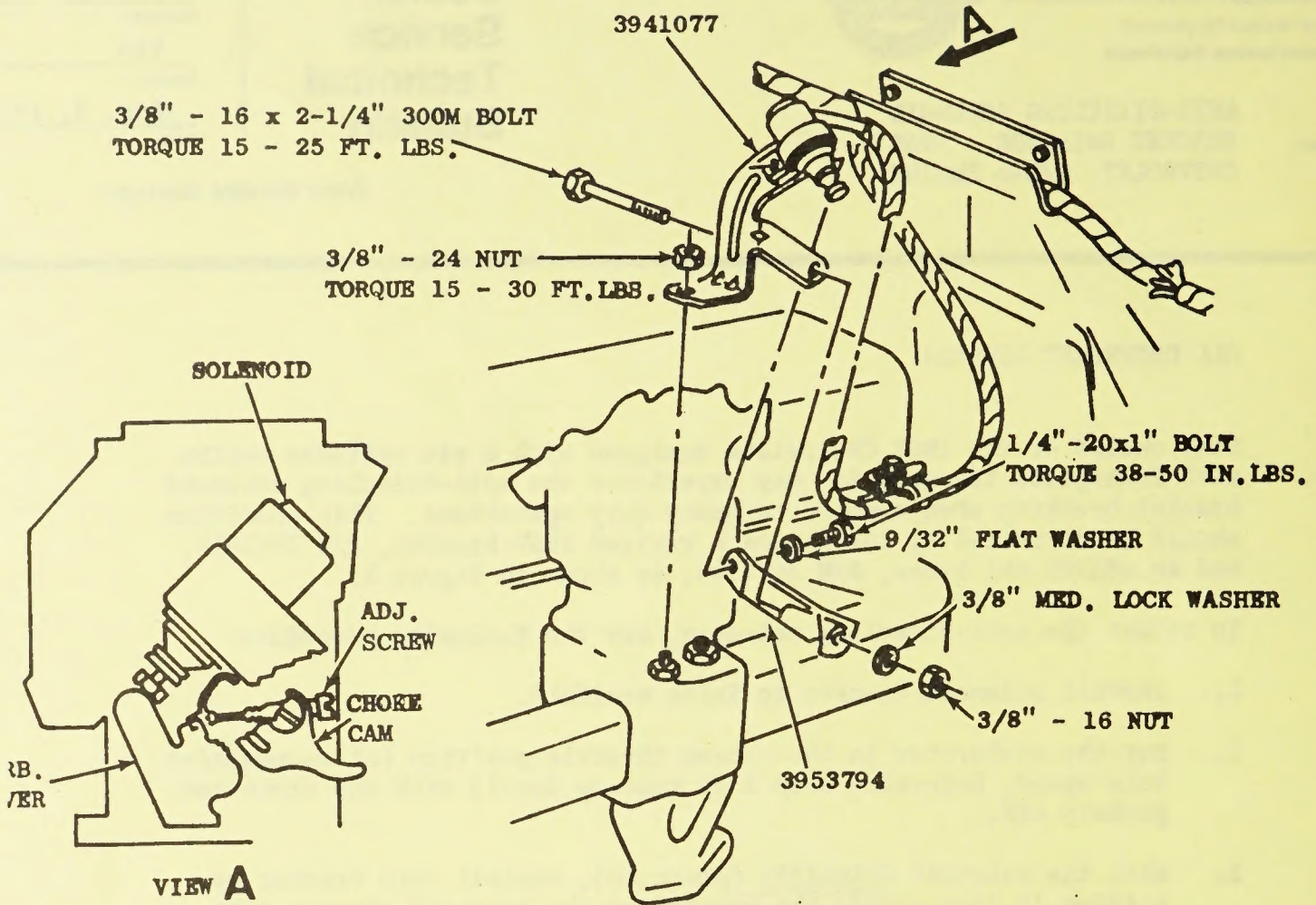


FIGURE 1

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	F	C	L	T	OPERATION NO.	TIME
1.	1	3953794	X	1				06 4400 93	.3
2.	1	3941077							
3.							D		*

* DMN Needed

- 1 3/8" - 16 Nut
- 1 3/8" Med. Lock Washer
- 1 3/8" - 16 x 2-1/4" 300M Bolt
- 1 3/8" - 24 Nut (1/2" Thick)
- 1 1/4" - 20 x 1" Bolt
- 1 9/32" Flat Washer

CHEVROLET MOTOR DIVISION
 General Motors Corporation
 Chevrolet Service Department



**Chevrolet
 Dealer
 Service
 Technical
 Bulletin**

68-T-41
 Number:
 VIy
 Section:
 Oct. 24, 1968
 Date:

Subject: ENGINE DIESELING - 1968 PASSENGER
 AND TRUCK WITH L-6 ENGINE

Attn: Service Manager

To: ALL CHEVROLET DEALERS

This bulletin is a supplement to Chevrolet Dealer Service Technical Bulletin 68-T-41, dated April 15, 1968.

The engine anti-dieseling solenoid installation procedure on the L-6 passenger car has been revised to connect the solenoid wire to the ignition terminal of the fuse panel and not to the windshield wiper motor terminal as shown on Page 3 of the original bulletin.

This change is necessary, for after the ignition key is turned off, there may be sufficient current feed-back in the wiper motor circuit to hold the solenoid plunger in the fast idle position (engine dieseling).

The revised L-6 passenger car solenoid wire installation procedure is the same as shown on Page 4 of the original bulletin titled Wire Assembly To Dash Panel (Truck) except the passenger car installation requires drilling a 3/4" diameter hole in the dash panel. The grommet that is part of the 3942886 truck wire assembly should be positioned on the wire to provide the length needed to reach the ignition terminal of the fuse panel.

Any excess wire should be taped back to assure that no interference exists in the area of the accelerator brake or clutch linkage.

Chevrolet Motor Division
 General Motors Corporation

c: Chevrolet List
 Dealer List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians							

Parts List for L-6 passenger cars, as shown on Page 2 of the original bulletin should be revised to substitute the longer 3942886 truck wire assembly for the 6298951 wire assembly.

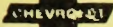
PARTS AND LABOR DATA as shown on Page 2 of the original bulletin should be crossed out and replaced with the following information.

PARTS AND LABOR DATA - All L-6 Vehicles

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.				51	X		06 4400 90	.5

PARTS AND LABOR DATA - Drilling hole in dash, installing truck wire assembly in passenger car

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.				51	X		06 4400 92	.3



CHEVROLET MOTOR DIVISION
 General Motors Corporation
 Chevrolet Service Department



Chevrolet Dealer Service Technical Bulletin

68-T-41
 Number:
 VIy
 Section:
 Apr. 15, 1968
 Date:

Subject: ENGINE DIESELING - 1968
 PASSENGER & TRUCKS WITH
 L-6 ENGINES

Attn: Service Manager

To: ALL CHEVROLET DEALERS

Reports of engine dieseling after the ignition has been turned off, have been reported on some 1968 vehicles with L-6 engines and manual transmissions.

This condition is generally caused by improper idle speed, timing, and/or low octane fuel being used. To correct dieseling complaints in the field, the engine should be properly tuned - refer to appropriate shop manual for engine tune-up specification.

If dieseling still exists on an engine that is correctly tuned, then an anti-dieseling solenoid as used on units with automatic transmissions may be installed. See attached illustrations for procedure.

Chevrolet Motor Division
 General Motors Corporation

c: Dealer List
 Chevrolet List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians						

SOLENOID ADJUSTMENT PROCEDURE

1. Set the carburetor in the closed throttle position (at recommended idle speed, Reference Step 1 on tune-up decal) with the choke completely off.
2. With solenoid (A) energized, power on, adjust in bracket (B) so that the hex plunger touches the carburetor lever (C) and tighten nut or bolt (D).
3. With solenoid (A), de-energized, power removed, back off the idle adjustment screw on carburetor (1/2) turn. This will set the carburetor at the recommended low idle speed (400 RPM)

PARTS LIST for L-6 Passenger Cars

<u>Part No.</u>	<u>Description</u>	<u>Quantity</u>
1114421	Solenoid	1
367701	Clip	1
6298951	Wire Assembly	1
3939082	Bracket	1

PARTS LIST for CS, KS, GS, PS-10 & 20 Series Truck

1114421	Solenoid	1
3931290	Bracket	1
3931288	Lever	
3931293	Clamp	
3931294	Retainer	
3942886	Wire Assembly	
2973392	Connector (GS & PS Models only)	

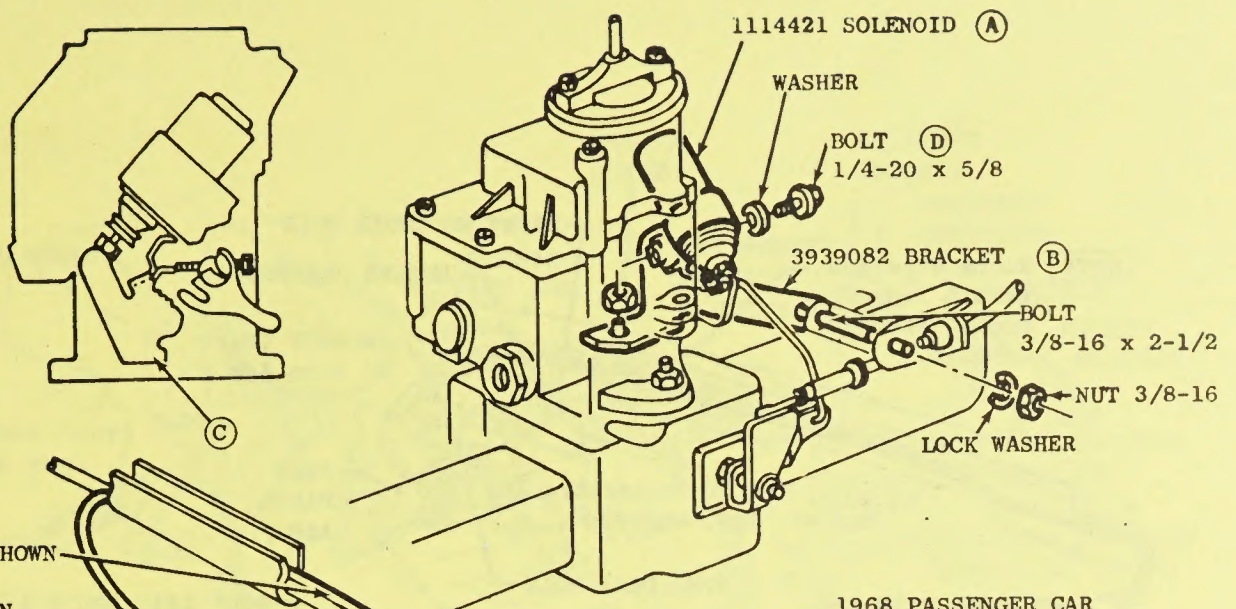
PARTS AND LABOR DATA - All L-6 Chevy Van

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.				51	X	.	06 4400 90	.5

PARTS AND LABOR DATA - All L-6 (Except Chevy Van)

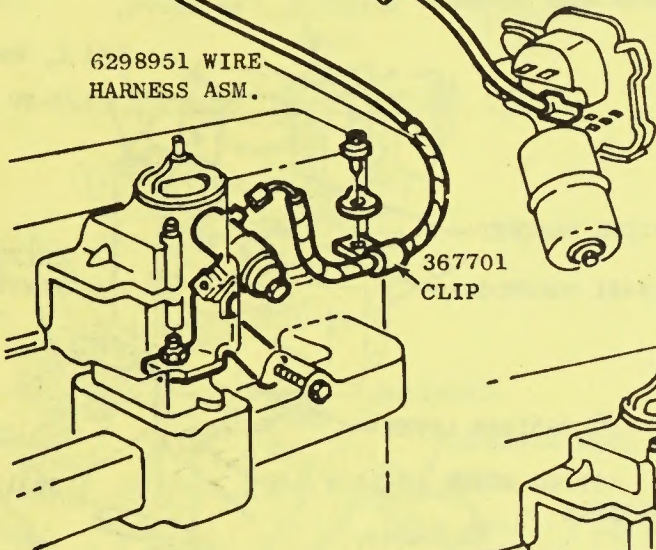
QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.				51	X		06 4400 91	.7

Refer to Quantity and Part Numbers Required Above.



1968 PASSENGER CAR
6 CYLINDER SOLENOID MOUNTING

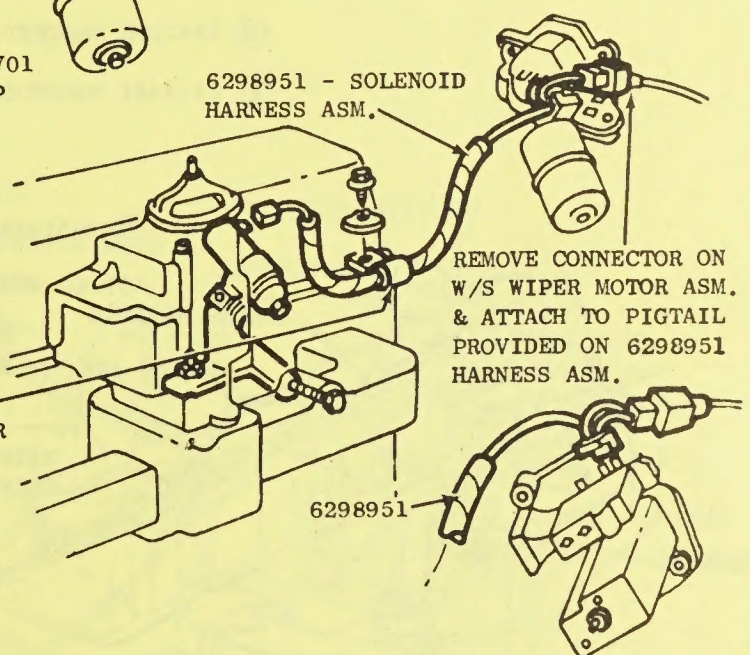
ROUTE AS SHOWN
TO SINGLE
TERMINAL ON
WIPER MOTOR



DEPRESSED PARK WIPER MOTOR

6 CYLINDER SOLENOID WIRING
CHEVROLET

367701 - CLIP
BEND CLIP AFTER
WIRE HAS BEEN
INSERTED.



NON-DEPRESSED PARK MOTOR

6 CYLINDER SOLENOID WIRING
CHEVY II, CAMARO AND CHEVELLE

